

IN THE SPECIFICATION:

Please amend the specification as follows.

Replace the paragraph beginning on page 4, line 7, with the following rewritten paragraph:

AB --Fig.1 illustrates a preferred embodiment of the fuel injector 10, in particular a high-pressure, direct-injection fuel injector 10. The fuel injector 10 has a housing, which includes a fuel inlet 12, a fuel outlet 14, and a fuel passageway 16 extending from the fuel inlet to the fuel outlet 14 along a longitudinal axis 18. The housing includes an overmolded plastic member 20 cincturing a metallic support member 22.--

Replace the paragraph beginning on page 7, line 7, with the following rewritten paragraph:

AB --As shown in Figures 2A and 3A, the first surface 102 of the seat 64 is directed toward the body passage 58 of the body 52 and a second surface 104 of the seat 64 is exposed to an exterior of the fuel injector 10. The first surface 102 is spaced from the second surface 104 a defined distance along the longitudinal axis 18 of the fuel injector 10. As shown in Figs. 2B and 3B, the first surface 102, in an alternative embodiment of the seat 64, has at least one cut-out 106 that extends from the first surface 102 for a fraction of the defined distance into an interior of the seat 108. Preferably, the at least one cut-out 106 comprises at least one volume 110 that defines at least one wall 122 in the interior of the seat 108.--

Replace the paragraph beginning on page 7, line 15, with the following rewritten paragraph:

AB --The at least one volume 110 within the interior of the body 52 allows for fuel to enter the interior of the seat 108. Because, during operation, the fuel within the fuel injector 10 is typically at a lower temperature than the temperature of the seat 64, the fuel tends to assist in

17.7 stabilizing the temperature of the components of the fuel injector 10 within the engine cylinder.

In particular, the at least one volume 110 allows for the fuel in the fuel passage of the fuel injector 10 to reduce the operative temperature of the seat 64. Lower operative temperatures of the seat 64 are believed to reduce coking of fuel on the second surface 104 of the seat 64.

Replace the paragraph beginning on page 7, line 23, with the following rewritten paragraph:

17.8 --In a first preferred embodiment, the at least one volume 110 is a plurality of volumes 110P arranged in the first surface 102 to correspond to the plurality of fuel passage openings 94 of the guide disk 86. As illustrated in Fig. 2A, each of the plurality of volumes 110P is, preferably, a cylindrical volume 114 having a first diameter 116, and each of the plurality of fuel passage openings 94 is, preferably, a circular aperture 118 having a second diameter 120. The first diameter 116 of the cylindrical volume 114 is substantially equal to the second diameter 120 of the fuel passage opening in order to maximize fuel flow efficiency.

Replace the paragraph beginning on page 8, line 8, with the following rewritten paragraph:

17.9 --In a second preferred alternative embodiment, the at least one volume 110 is a channel 126 arranged in the first surface 102 to correspond to the plurality of fuel passage openings 94. The channel 126 has a width 128 on the first surface 102, and each of the plurality of fuel passage openings 94 is, preferably, a circular aperture 118 with a diameter 130. The diameter 130 of one of the fuel passage openings 94 is substantially equal to the width 128 of the channel 126. The channel 126 is, preferably, a continuous channel 126, such as the circular channel illustrated in Fig. 3B. The continuous channel 126 defines an inner side wall 132, an outer side wall 134, and a channel end wall 136. The channel end wall 136 engages both the inner side wall 132 and the outer side wall 134.